

Reports of Shipping and News of Foreign Trade

In the World of Shipping

With betterment in shipping conditions dependent to a large degree upon the reduction of costs, developments in the past week have been encouraging. Wage reductions have been put into effect in the shipbuilding and ship-repairing industries throughout the country, and definite progress has been made towards a readjustment of the wage scale. Approval has been given by the Shipping Board to the plans of the American Steamship Owners' Association for a reduction in wages. It has been stipulated, however, that the matter should be worked out in cooperation with representatives of the seamen, and it is hoped that agreement will be reached along these lines. After the expiration of the present agreement at the end of this month a new agreement that will enable American vessels to operate at some measure of profit is expected.

While shipping generally will benefit by the ending of the rate war in effect for months past, the effect upon Continental European ports will be short of solving the problem of the American merchant marine.

Little Reduction in Costs

Shipping has been maintaining the high level of pay longer than any other industry in the world. Deflation has been noticeable, but it has not, however, in a drastic manner, reduced the full force of what fell on shipowners without any compensation in reduction of costs. There has been the case of fuel and supplies, but it is now the turn of wages to come down.

More deflation, however, will not solve the problem of shipping for this or any other maritime nation. The limited volume of cargoes seeking cargo space, irrespective of rates, is a factor in increasing the volume of foreign trade save to a very limited extent. Shipping prospects are absolutely dependent upon the sea, and there has been a continuance of the increase in the demand for tonnage during the last few weeks, but there still seems no reason for doubting that practically a third of the world's seagoing shipping is out of service, chiefly for lack of goods to carry.

Effects of Freight Advance

With a general advance in ocean freights, the danger to the home market of the likelihood of a shipping shortage is not likely to be a less, and it is not likely to be the principal factor in strengthening rates.

By bringing a reduction in labor costs into operation upon the sea, the United States will have an advantage over its competitors. There is no reason to doubt, however, that deflation is being abroad as fast as the industry. Great Britain is beginning to bestir herself in

this direction, and at a conference between shipbuilding employers and representatives of their employees notice was served on the unions that a cut would have to be made by the end of the month. British owners have served notice on the National Maritime Board that they intend to press for reductions in the wages of all seafarers.

Legislation is Chief Need

When these steps are put into effect the gainers will be American shipping, but it will again be offset and the United States merchant marine will again be in the position of facing the handicap of higher labor costs than any other country. The situation is still one, therefore, in which national aid will be required through legislation. Congress holds the solution.

That an effort will be made to secure legislation exempting American vessels from the payment of Panama Canal tolls has been indicated during the last week by Senators Borah and Jones. Whether action in this direction is limited to tonnage in the coastwise trade or made applicable to foreign commerce as well, strong opposition is to be expected from abroad. In the coastwise service only American vessels may operate, so that the exemption of tonnage from toll payments would not discriminate against the ships of other countries, as would be the case in the application of this legislation to all trades.

Foreign shipping, however, already has expressed hostility to the coastwise application, in the belief that such a step would be only an entering wedge for the tonnage in the coastwise trade in favor of American ships from tolls and the subsequent enforcement of other preferential treatment for American tonnage.

Retaliation Effect Studied

The proposed Panama legislation, therefore, will serve to draw the fire of foreign shipping interests, chiefly in the form of threats of retaliation. The effects of retaliation, however, have been the subject of investigation by the advocates of preferential treatment for American shipping.

That protection has been placed himself on record as in favor of legislation for Panama tolls exemption classes him, in the view of American shipping men, as an advocate of protection against the antidotes for the caps under which American shipping is burdened. American sea trade is the richest prize in world shipping. With American ships carrying on a little more than a third of their own country's marine commerce, while other maritime nations handle the bulk of theirs, the position of American shipping is simply that of seeking a fair share of its own trade, and no undue proportion of the trade of other countries. The sea-going tonnage of the United States is now sufficient to carry 60 per cent of the nation's overseas trade, and it is carrying only slightly more than half of that amount. Failure to increase the proportion can mean only a great volume of tonnage being sent abroad and the conversion of a national asset into a national liability.

Marine Reports

THE TIDES

High Water	10:15
Low Water	4:45

ARRIVED YESTERDAY

St. Francis, Boston, March 31	11:15
St. Francis, Boston, March 31	11:15
St. Francis, Boston, March 31	11:15

OUTGOING STEAMSHIPS

Ship	Destination	Time
Albatross	Havana	Mar 31
Albatross	Havana	Mar 31
Albatross	Havana	Mar 31

INCOMING STEAMSHIPS

Ship	From	Time
Albatross	Havana	Mar 31
Albatross	Havana	Mar 31
Albatross	Havana	Mar 31

UNITED STATES SHIPPING BOARD
WASHINGTON, D. C.
OFFERS THREE TUGS FOR SALE
Fire Proofer, Portsmouth, Piscataqua

Sealed bids will be received in the office of the Chairman, United States Shipping Board, Washington, D. C., on or before 5 P. M., April 25, 1921. Bids to be opened at 10:30 A. M., April 26, 1921, in the office of the Board, on a lump sum basis "as is, where is."

TUG FIRE PROOFER—Steam screw towing steamer built 1903. Material of hull and deck house, steel; pilot house, wood. Length, 103 ft. Beam, 21 ft. Draft, 12 ft. Engines, 1 compound surface condensing engine, 14x30x22 in. One Scotch boiler, 11 ft. x 2 1/2 in. x 11 ft. Built 1912.

TUG PORTSMOUTH—Steam screw towing steamer, freight service, straight head and round stern. Length, 97 ft. 1 in. Beam, 23 ft. 3 in. Draft, 10 ft. 9 in. Draft, 13 ft. 1 compound surface condensing engine fore and aft, cylinders 16x34x22 in. One Scotch boiler, 11x8 ft. in diameter; steam pressure 110 pounds, built 1904.

TUG PISCATAQUA—Steam screw towing steamer, freight service; material of hull, wood; material of deck house and pilot house, wood; built 1891. Length, 78 ft. Draft, 8 ft. Beam, 20 ft. 3 in. 1 compound surface condensing engine fore and aft, 14x28x20 in. One Scotch boiler, steam pressure 130 pounds; built 1908.

The three above tugs are located at Hog Island, Pa. Permission for the inspection will be furnished on application to Ship Sales Division, Shipping Board, Washington, D. C.

The Board reserves the right to reject any or all bids.

Sealed bids should be addressed to the Secretary of the United States Shipping Board, 1319 F Street N. W., Washington, D. C., and endorsed "Sealed Bid for Tugs, and Do Not Open."

TRANSPACIFIC MAILS

The connecting mails close at the General Postoffice and the High Postoffice Station, New York, at 6 p. m., as follows:

Japan, Korea, China, Siberia, French India, Siam, and Netherlands East Indies (except Sumatra), via Seattle, Steamship	Wenatchee, April 3
Hawaii, Philippine Islands, Straits Settlements, and specially addressed mail for India and Ceylon, via San Francisco	India and Ceylon, April 3
Hawaii, and specially addressed mail for Alaska, Canada, and China, via Seattle, Steamship	Alaska, Canada, and China, April 3
Hawaii, and specially addressed mail for Alaska, Canada, and China, via Seattle, Steamship	Alaska, Canada, and China, April 3

Reports by Wireless

From the U. S. Naval Communication Station

(Distances are given in miles. Reports are dated at noon unless otherwise specified.)

Admiral 100 E. Sand Key Apr 2	10:00
Admiral 100 E. Sand Key Apr 2	10:00
Admiral 100 E. Sand Key Apr 2	10:00

AMERICAN PORTS

Albatross, Boston, April 1	10:00
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Foreign Trade Notes

The Anglo-Persian Oil Company is planning a large increase of capital to provide additional pipe lines, tank vessels and refineries.

While the United States' share in Siam's imports of metal goods has shown remarkable progress, says a report to the Department of Commerce, special effort is necessary to increase and maintain this trade in the future. Since Siam, as yet, lacks American business houses, banks and shipping which are needed to broaden advances already made in competition with European countries well equipped with such essential business machinery.

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TRAVEL

WHITE STAR LINE
NEW YORK—LIVERPOOL
CEDRIC, Apr. 16, May 14, June 11
Meganic, Apr. 12, May 10, June 7

AMERICAN LINE and RED STAR LINE
NEW YORK—PLYMOUTH—CHERBOURG—ANTWERP
Kronland, 12 noon, Apr. 9, May 14, June 18
Zeland, 12 noon, Apr. 23, May 28, June 1, July 6

International Mercantile Marine Company
Office, 9 Broadway, New York. Piers 58, 59, 60, 61, 62 North River.

FRENCH LINE
From HAVRE to PARIS by SPECIAL COMPANY'S TRAIN
NEW YORK—HAVRE—PARIS
New Quadruple Screw Oil Burner
38,700 Tons—15,000 Horsepower
JUNE 23 JULY 27 AUG. 17

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AQUITAINE, Londonderry and Glasgow, Apr. 9, May 14, June 19

SOUTH AMERICA
BRAZIL—URUGUAY—ARGENTINE
Regular Express Passenger and Freight Service
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PROVIDENCE, \$3.89. Direct Steamer.
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THE NASSAU
LONG BEACH, L. I.
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The ANSONIA HOTEL, 73rd Street and Broadway, New York City,
where reservations may be made on either the American or European
plan. In order to allow sufficient time for the completion of their
renovations and improvements, the hotel will not open until June 15th.

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R. S. LYNDEN, Vice President
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President Harding

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United States Shipping Board
Washington, D. C.

Sailings of U.S.S.B. Boats listed daily in the Tribune Shipping Guide

SEE OPPOSITE PAGE

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